

**Amendments to the Claims:**

Please cancel claims 1 to 14 as presented in the underlying International Application No. PCT/EP2004/008719.

Please add the following new claims as indicated in the listing of claims below.

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1 to 14 (canceled).

Claim 15 (new):        A method for assisting the driver of a vehicle during a driving maneuver, a reference trajectory corresponding to the driving maneuver being determined, the vehicle to be moved along the reference trajectory during the driving maneuver, the steering wheel position to be respectively set to steer the vehicle along the reference trajectory being indicated to the driver during the driving maneuver, the method comprising:

                              correcting, independently of the driver, a steering angle deviation between an actual steering angle actually set by the driver and a setpoint steering angle corresponding to the indicated steering wheel position, the driver-independent correction of the steering angle deviation taking place only if the steering angle deviation lies within a predefined steering angle correction range.

Claim 16 (new):        The method as recited in claim 15 further comprising influencing a longitudinal velocity of the vehicle independently of the driver when the steering angle deviation lies outside the steering angle correction range.

Claim 17 (new):        The method as recited in claim 16 wherein the velocity of the vehicle is influenced as a function of an absolute value of the steering angle deviation.

Claim 18 (new):        The method as recited in claim 16 further comprising determining a

steering angle tolerance range defining the permissible steering angles, the determining occurring during the driving maneuver as a function of a current position of the vehicle, the influencing of the longitudinal velocity depending on a tolerance interval between the setpoint steering angle and limits of the tolerance range.

Claim 19 (new): The method as recited in claim 18 further comprising determining a rotational angle tolerance range to acquire the steering angle tolerance range, a current rotational angle between a longitudinal axis of the vehicle and a coordinate axis of a fixed coordinate system being increased or decreased to points where it remains possible to determine a trajectory with respect to a target position.

Claim 20 (new): The method as recited in claim 17 in that a smaller value is selected for the vehicle longitudinal velocity the larger the absolute value of the steering angle deviation or the smaller an absolute value of a steering angle tolerance interval.

Claim 21 (new): The method as recited in claim 16 further comprising decelerating the vehicle to a stationary state and holding the vehicle in the stationary state as long as, owing to the steering angle deviation currently present, the vehicle would, when continuing to travel, assume a vehicle position where a target position can no longer be reached without interrupting a positioning of the driving maneuver.

Claim 22 (new): The method as recited in claim 21 further comprising accelerating the vehicle again independently of the driver if the driver sets the steering wheel position to lead to the steering angle deviation being acceptable or being capable of being corrected independently of the driver.

Claim 23 (new): The method as recited in claim 15 wherein the steering wheel position to be set is indicated by providing audible information to the driver or providing visual information to the driver or providing haptic information to the driver.

Claim 24 (new): The method as recited in claim 23 wherein the providing of haptic

information to the driver includes changing a steering wheel torque to be applied by the driver.

Claim 25 (new):       The method as recited in claim 15 wherein the driving maneuver is a parking maneuver and the reference trajectory indicates an ideal path from a current position of the vehicle to the parked position.

Claim 26 (new):       The method as recited in claim 15 wherein, in the case of a vehicle in a trailer mode, each position of the vehicle along a current reference trajectory is assigned a setpoint bending angle between a longitudinal axis of the vehicle and a longitudinal axis of the trailer, and a current bending angle is determined and is compared with the corresponding setpoint bending angle, a longitudinal velocity of the vehicle being influenced independently of the driver when an angular deviation exists between the setpoint bending angle and the current bending angle.

Claim 27 (new):       A device for carrying out the method for assisting the driver during the driving maneuver as recited in claim 15, the device comprising:

- an evaluation device determining the reference trajectory corresponding to the driving maneuver and the steering angle deviation;

- means for indicating the steering wheel position to be set by the driver; and

- steering means for steering the vehicle along the reference trajectory and correcting the steering angle deviation detected by the evaluation device, the steering means being actuable independently of the driver.

Claim 28 (new):       A vehicle comprising:

- vehicle wheels having a steering angle;

- a steering wheel connected to the vehicle wheels and influencing the steering angle;

- a steering assistance device connected to the vehicle wheels and influencing the steering angle;

- an indicator for indicating a reference trajectory of the vehicle corresponding to a driving maneuver;

- an evaluation unit determining a steering angle deviation between an actual angle of the

steering wheel and a setpoint angle corresponding to the reference trajectory, the evaluation unit controlling the steering assistance device independently of the driver when the steering angle deviation is less than a predefined angle so that the steering angle is set to the setpoint angle.